

ROADS OVERPAID, BURLESON REPEATS

Postmaster-General Compares
Mail Charges With Ex-
press Rates.

WRITES ANOTHER LETTER

WASHINGTON, April 11.—Postmaster-General Burleson, who is known as the "ready letter writer" of this administration, issued another statement to-day bearing on his controversy with railway managers relative to railway mail pay. In his previous statements on the subject, Mr. Burleson has used sharp language in referring to railway managers, accusing them of misrepresentation, bad faith and other acts of impropriety. In today's statement, the Postmaster-General resorts only to argument, contending that all the facts warrant the conclusion that in carrying the mails the railways are generally fairly paid, and in some instances receive remuneration far beyond the worth of the service furnished.

Special reference is made by the Postmaster-General to statements recently made on behalf of railways attacking his comparison of revenue from mail and express on certain specific routes as unfair. The Postmaster-General reiterates his charge that railways sometimes carry express at cheaper rates than the mails, and he says that the Postmaster-General sends empty mail bags by express as a means of saving money. Discussing the carriage of "through" mails between New York and Chicago, the Postmaster-General said:

Express Rates One-half.

"The through mails carried between New York and Chicago are more than one-third in weight of all mails carried on the route. Of these through mails over 100,000 pounds average daily weight are what are called competitive mails; that is, they may be forwarded by either principal Chicago line and, therefore, are subject to equalization agreement. The Department pays the railways for these mails at the rate of \$903.53 a year. If it paid them at the rate they would receive as rate share of the charge if these mails were carried as express they would receive only \$451.76 a year.

"Therefore, if carried as express these differences would be slightly increased or decreased as the mails should fluctuate in weight.

"Under the present system, which some of the railroads are contending shall be continued, the Department is helpless in such a case and cannot avail itself of this advantage for the public's benefit.

"If the railroads desire to compare their express revenue on one pound packages, then such comparison should be made with the higher mail rate per pound received from the Department. This if applied to such weight between New York and Chicago (for example given by the railway for one pound express package) is 60 cents a pound, as compared with 11 1/2 cents a pound which is received by the railroads from a one pound package of express. This comparison is greatly against them, but the Department does not advance it, because it does not represent actual average conditions in either service.

Railways' Argument.

"The railways state that the smaller express packages are up to the great bulk of the actual business and cite, as an instance, the carrying of 100 one pound express packages and the rate needed for each piece of the same. Whether it is true that the bulk of the business is made up of the smaller packages would depend upon the size of the packages so classified. So, if the one pound packages, instanced by the railroads, are concerned, special statistics of the Interstate Commerce Commission compiled several years ago indicated that the revenue received by the Adams Express Company from packages not over one pound in weight was only 5 per cent of the total revenue received from all packages less than twenty pounds in weight, and that the revenue received by the United States Express Company for such packages was only 6 per cent.

"Since those statistics were secured this percentage has greatly decreased because the parcel post service has taken over a vast number of small express packages. Before the advent of the parcel post it was found that the average weight of an express parcel was slightly under 35 pounds.

"In many cases even the entire express rate is lower than the rate paid the railroad companies for the same weights of mail over the same routes."

AERO FLIGHTS ON JULY 4.

City Asked to Provide \$7,500 in Cash Prizes.

The Aero Club of America has asked the city of New York for \$7,500 to be awarded for aeroplane flights around Manhattan Island on July 4. The contest committee of the Aero Club has suggested to Mayor Mitchell that the money be divided into eight prizes, it is proposed to have prizes of \$1,000, \$750, \$500 and \$250, to be awarded to the four aviators who, starting from Governors Island, shall make the best time in a flight around Manhattan. Four additional prizes of \$250, \$1,250, \$1,000 and \$500 are to be awarded to the four aviators entered in the National Aeroplane Competition who, having started from another city, shall arrive in New York between 2 and 3 P. M. and land on Governors Island, and either before or after the landing make flights around Manhattan.

The National Aeroplane Competition will last from July 4 to Columbus Day, October 12, and will be held simultaneously in several cities in different parts of the United States. The contestants flying between these cities.

The total amount of prize money awarded for the Fourth of July race around Manhattan last year was \$2,000.

MURDER OF GIRL SUSPECTED.

Body Found in a Lake Identified as Pauline Sullivan's.

WASHINGTON, April 11.—The identification of the body of a young woman found yesterday in a small lake used for fish culture near College Park, Md., as that of Pauline Sullivan, aged 17, has led the police of Maryland and the District of Columbia to suspect that she was murdered.

The circumstances do not point to suicide. The body was found near the edge of the lake in water eighteen inches deep. The body was fully dressed, the clothing being identified today as that worn by Miss Sullivan at the time of her disappearance from her home here on December 12 last.

The theory of the police is that the young woman was murdered and her body taken to the lake in an automobile. Miss Sullivan was a sister of Louis W. Sullivan, a member of the Marine Corps. He followed many clues in an effort to locate his sister and finally reached the conclusion that she committed suicide. She was suffering from nervous troubles when she disappeared.

OPPOSERS MEET TO-DAY TO PLAN SECURED TAX FIGHT

Business Men Fear Mills Bill Will Deal Blow to Interests
of State—Find in "Joker" Chance for Tax
Dodging on Big Scale.

Because of the alarm felt in business and investment circles over the secured tax bill introduced in the State Legislature by Senator Ogden L. Mills, a series of conferences will be held this morning over the measure. Preparations will be made to present arguments against the bill at the hearing set in Albany before the Senate Finance Committee to-morrow.

Investment bankers assert that the measure, if passed, will drive from the State an incalculable amount of business. The uneasiness over this threatened loss is deepened because experts say that any attempt to amend the bill would be hopeless. They say that the bill is so poorly drawn and shows such little knowledge of the situation that amendments will tend to make the measure even worse.

As proof of the careless manner in which the bill was drafted a "joker" was pointed out yesterday. It is asserted that there are other features of the bill which are equally "joking."

The "joker" is in paragraph 337 of the bill, headed, "Exemption of securities deposited as collateral." It reads: "The State Engineer is authorized to secure the payment of bonds, notes or other obligations taxable under this chapter shall, while so held, be exempt from taxation under this article."

Experts who found that a promissory note for \$100,000 would be taxed at the rate of \$150 for every \$1,000 of the face value of the note, pointed out that the bill would exempt securities deposited as collateral from taxation.

GLYNN SAYS DIRECT TAX IS A BIG STATE CRIME

Continued From First Page.

Heads undoubtedly feel that the public may go to it if they have the jobs.

"The State Engineer is reported to be behind the organization of the Highways Department, which already has shown a disposition to let contracts for political purposes, and is beginning to get the State Engineer's share of the charge if these mails were carried as express they would receive only \$451.76 a year.

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16 ACCEPTANCES FOR MONEY CONFERENCE

Latin American Nations Eager
to Talk Over McAdoo's
Plan.

WASHINGTON, April 11.—The Pan-American monetary conference called by Secretary of the Treasury McAdoo to meet in Washington beginning May 24 is already an assured success, sixteen countries having accepted the invitation to send delegates. Most of the countries have named their delegates, who are men representative of the commerce and banking of the countries accrediting them as delegates.

A statement given out at the Treasury Department to-day said that the purpose of the conference is to establish stronger, wider and closer financial and trade relations among the American nations.

"Secretary McAdoo to-day received the acceptances of the governments of Colombia, Paraguay, Costa Rica and Venezuela. Acceptances had previously been received from Chile, Argentina, Bolivia, Uruguay, Guatemala, Peru, Honduras, Panama, Nicaragua, Ecuador, Cuba and Salvador.

"In addition to the ministers of finance, bankers and other distinguished representatives coming direct from Latin America, the Chilean Ambassador to the United States and the Ministers of Bolivia, Guatemala, Colombia, Honduras, Cuba and Venezuela accredited to Washington, so far, have announced their intention of attending. The remaining members of the Central and South American diplomatic corps are expected to accept."

"All reports from Latin America continue to indicate intense interest in the conference, and Secretary McAdoo is receiving numerous endorsements of it from bankers and business men in the United States and from students of American affairs. The many inquiries received show a live interest in the meeting and its great possibilities for the betterment of financial and trade relations among the American republics."

Nurses Want an Eight Hour Day.

ELIZABETH N. J., April 11.—The State Nurses Association at its thirteenth annual conference in this city passed to-day a resolution in favor of an eight hour day service for all graduate nurses.

Under the present condition of the State finances, it is not possible to raise the rate of interest on the State bonds. A large direct tax is in any event inevitable. That the entire burden should be borne by real estate is not only inequitable but, certainly, in so far as New York City is concerned, would be highly dangerous. Under these circumstances the taxing of bonds is not only inequitable but, certainly, in so far as New York City is concerned, would be highly dangerous.

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M'ANENY THRIFT IS PRENDERGAST JOKE

Comptroller Thinks Aldermen's
President Lives in
Glass House.

DENIES STATE WASTE

City Comptroller William A. Prendergast, discussing the much mooted direct State tax, defended the State officials against the charges of extravagance yesterday by saying in effect that people in glass houses should not throw stones. He hinted that some of the city officials were living in glass houses, and he named George McAneny, President of the Board of Aldermen.

But Mr. Prendergast insisted that the State administration was economical, whereas some of the municipal officials refused to heed his advice and suggestions concerning the saving of money. He chided Mr. McAneny specially in that regard. Mr. Prendergast said:

"These attacks upon the State administration have not been primarily for the benefit of the city of New York, but for the benefit of Tammany Hall, through such discredit as may be cast upon the Republican State administration. For that reason I propose heretofore to tell you that at the close of these attacks when they are untruthful or attempt to create an impression which is untruthful by half statement or specious reasoning, I will throw it away with an example of what I mean."

Refers to Highway Scandal.

The Comptroller then took up the appropriation of \$3,934,277 for the maintenance of State highways. "Attempt," he said, "is made to give the impression that this programme is a new and wasteful device of the present State administration. He referred to the corruption that existed in the highways in the Democratic administrations and continued:

"The appropriation last year was \$2,245,225.52, as against \$3,934,277.01, making a difference on the surface in favor of last year of \$1,689,051.49. But the critics of the State administration failed to tell you that at the close of business December 31, 1913, there was on hand in county treasurers' offices and in the State Comptroller's office \$2,554,208.86, which, together with the appropriation of 1914, made available for that year \$4,747,432.38. For the present year the unexpended balance together with the appropriation aggregated \$5,167,991.88, or a difference between the amounts available for the two years of less than \$400,000, while, as compared with the work to be done, the mileage to be covered for in 1914 was approximately 4,500 and in 1915 was 6,000 miles."

Mr. Prendergast then makes an attack on municipal officials. He said that "some of our municipal officials seem to think that they have been endowed with a special mission to act as censors of the appropriating power of the State Legislature."

Wants Proof of Economy Here.

"For them to do so," he argued, "is also important that before they set themselves up as experts in State economy they should have at least qualified as experts in municipal economy. This last requirement may give them considerable difficulty."

"It is all very well for people like my distinguished friend Mr. McAneny to assert that the Legislature can cut Appropriation bills which they do not like or the other purpose. Why not practice what is preached? Let me give an example."

As an example Mr. Prendergast cited his proposal to the Board of Estimate last fall to make the appropriation for the Board of Education this year the same as last. Then he gave another example.

"For the last six weeks a resolution proposed by me has been before the Board of Estimate and Appropriation, calling upon them to fill all vacancies except when absolutely required and then only with the consent of the Board of Estimate and Appropriation. Those who have studied the question know that this would result in a very great saving each year, but for six weeks the board has been talking about this matter and each week it is passed over to the next calendar."

"If people are really out for economy, why do they not advance a resolution which offers them the opportunity to economize in the city government?"

Supreme Court Opinion Expected in Atlanta Murder Case.

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5% GUARANTEED FIRST MORTGAGE CERTIFICATES \$100 and up

LAWYERS MORTGAGE CO.
RICHARD M. MURD, President
Capital, Surplus & Pr. \$9,000,000
50 Liberty St., N. Y. 154 Montague St., Bklyn.

\$14,500 SAVED 1,400 INFANTS.

State's Educational Campaign Cut Death Rate Hard.

ALBANY, April 11.—A reduction in the number of infant deaths in New York State during the last year from 137 to 112 per thousand births is one of the striking advances recorded by the annual report of Dr. Herman M. Biggs, State Commissioner of Health. The report covers the first year of the working of the public health law adopted in 1913, which the Hinnman bills now pending in the Legislature seek to revolutionize completely.

The work of the division of child hygiene shows a saving of over 1,400 infants lives through an educational campaign that cost \$14,500. This campaign was carried on to show mothers how to care for and feed their children, to arouse communities to the necessity for child welfare work, to point out that a high infant mortality was unnecessary, to establish infant welfare stations and to improve the general milk supply.

Forty-five cities were visited and 150 popular health lectures were given from April 1 to July 1. During the summer months exhibits were sent to the county fairs. Later on exhibits were sent to the smaller villages of the State. Leaflets and pamphlets to the number of 75,000 were distributed, being printed in Polish and Italian as well as in English.

TIPPERARY THE WRONG TUNE.

Veterans Expected Patriotic Anthem—Hebrew Band Surprises.

It was a Lincoln memorial service last night in the Rev. Dr. William H. Morgan's Calvary Methodist Episcopal Church, special music, patriotic addresses, a programme of patriotic features and the presence of many old veterans giving the fiftieth anniversary of Lee's surrender at Appomattox the proper order and enthusiasm. And the biggest feature of the evening was to be the band hidden away in an anteroom of the gallery to play the national anthem, which would touch the old men's hearts. They did. Dr. Morgan opened the service. The band got his signal and began to play "This is a Long Way to Tipperary."

Consternation! Chagrin! Surprise! Dismay! As Dr. Morgan announced the band, we have with us to-night the band of the Hebrew Orphan Asylum.

PUPILS TO IMPROVE PARKS.

Commissioner Ward Gets Many Responses to Appeals to Children.

Park Commissioner Cabot Ward reviewed yesterday the results of his first week of 9 o'clock talks to public school children.

He spoke last week to some 3,000 children in schools near John Jay and Carl Schurz parks. He has already received more than 200 letters from boys and girls who heard him expressing their interest in park work and their desire to cooperate with him in improving park conditions.

Commissioner Ward will continue his talks this week and expects to talk to 10,000 boys and girls before the summer vacation begins.

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STOLE ON SHIP TO SPEND ON BROADWAY

Junior Third Officer on New
York Confesses Robbing
Strong Box.

BACK FOR PUNISHMENT

When Sidney M. Foster, junior third officer of the American liner New York, sailed on his last trip to England he left a trail of golden double eagles in the bright light district, adding to its incandescence. For a few nights he was a sport, and after the careless manner of the class he was a bit reckless with the double eagles, four of which flew out of his pockets while he was in the lavatory of the Hotel Imperial. A porter found the gold and turned it over to the management of the hotel. Nobody claimed it. Foster, who read about the honest porter next day, kept mum.

Detective Eddie Mallon of the International Mercantile Marine also read the story and he coupled it with another that told how the New York's specie room on her trip ending at this port on March 1 had been broken into, how a box containing double eagles shipped by Baring Bros. & Co. to Kidder, Peabody & Co. of this city was opened and how shining new coins had been abstracted. The loss of \$2,350 was not discovered until the remaining 118 double eagles had been counted at the bank.

Detective Mallon and nobody else of the International Mercantile Marine knew then that Foster had been having a time in the bright places. Mallon went to the Imperial Hotel and learned that the young officer had stopped there two nights and had ordered things from several department stores. Mallon found also that Foster had paid for everything he had ordered and for spending eaters and foodstuffs in double eagles, which he had in all pockets. That was quite enough for the detective. He told the Federal authorities, and when Foster returned to Liverpool he was followed to his home in Southampton and arrested. He had had only five days in the Tenderloin and still had a large number of the double eagles left. He admitted that he had been